
From: Scheibe, Mark
To: 'Cliff Slater'
Sent: 12/6/2005 5:12:11 PM
Subject: RE: Newsletter

Cliff,

At this point we have prepared a draft statement of Project Purpose and Project Area Needs, for comment at the Scoping Meetings. More detailed quantification of existing and expected future transportation problems in the corridor will be developed during the alternatives analysis process.

Proposed Purpose of and Need for the Project

Project Purpose

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide improved person-mobility in the highly congested east-west corridor between Kapolei and the University of Hawaii at Manoa (UH Manoa), confined by the Waianae and Koolau mountain ranges to the north, and the ocean to the south. The project would provide faster, more reliable public transportation services in the corridor than those services currently operating in mixed-flow traffic. The project would support the goals of the regional transportation plan by serving areas designated for urban growth. The project would also provide an alternative to private automobile travel and would additionally improve linkages between Kapolei, Honolulu's urban center, UH Manoa, Waikiki, and the urban area in between.

Project Area Needs

Improved mobility for travelers facing increasingly severe traffic congestion in the study corridor.

Existing transportation infrastructure in this corridor is overburdened handling current levels of travel demand. Travelers experience substantial traffic congestion and delay at most times of the day, on both weekdays and weekends. Current morning peak-period travel times for motorists from Kapolei to downtown average between 40 and 60 minutes. By 2030 the travel times are projected to more than double. Within the urban core most major arterial streets will experience increasing peak congestion, including Ala Moana Boulevard, Dillingham Boulevard, Kalakaua Avenue, Kapiolani Boulevard, King Street and Nimitz Highway. Expansion of the roadway system between Kapolei and UH Manoa is constrained by physical barriers and by dense urban neighborhoods that abut many existing roadways.

Improved transportation system reliability.

Because of the operating conditions in this corridor, current travel times are not reliable for both transit and other vehicles. Travelers on Oahu's roadways currently experience 42,000 daily vehicle-hours of delay. By 2030, this is projected to increase over seven-fold to 326,000 daily vehicle-hours of delay. Because the bus system primarily operates in mixed-traffic, transit users experience the same level of delay as automobile drivers.

Accessibility to new development in Ewa/Kapolei as a way of supporting policy to develop the area as a second urban center.

The 2000 census indicates that 876,200 people live on Oahu. Of this number, over 552,000 residents (63 percent) live within the Kapolei to Manoa corridor area that would be served by a high-capacity transit system. This area is projected to absorb an increase to 775,600 people (69 percent of the total population growth projected to occur on Oahu between 2000 and 2030). Consistent with the General Plan for the City and County of Honolulu, the highest growth rates for the island are projected in the Ewa area and in Kapolei, which is developing as a "second city" to downtown Honolulu.

Improved transportation equity for all travelers.

Many lower-income and minority workers live in the corridor outside of the urban core and commute to work in the primary urban center. Daily parking costs in downtown Honolulu are among the highest in the United States. Many lower-income workers rely on transit because they are not able to afford the cost of vehicle ownership and operation. Improvements to transit capacity and reliability, if provided with a grade-separated, high-capacity system rather than operating more buses in mixed traffic, will serve all transportation system users, including lower-income and underrepresented populations.

Mark Scheibe

-----Original Message-----

From: Cliff Slater [mailto:cslater@lava.net]
Sent: Thursday, December 01, 2005 3:42 PM
To: Scheibe, Mark
Subject: RE: Newsletter

Mark:

Thank you. I linked to your site shortly after you sent the email.

Question: Have you completed “the identification of specific transportation problems in the corridor”?

Cliff

Cliff Slater
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From: Scheibe, Mark [mailto:Scheibe@pbworld.com]
Sent: Thursday, December 01, 2005 7:24 AM
To: Cliff Slater
Subject: RE: Newsletter

Cliff,

The newsletter is now posted, under the [More Information](#) tab.

Mark Scheibe

-----Original Message-----

From: Cliff Slater [mailto:cslater@lava.net]
Sent: Thursday, December 01, 2005 4:42 AM
To: Scheibe, Mark
Subject: RE: Newsletter

Mark: Please let me know when you post the newsletter on your website; I'll then post it on ours and link to yours.
Cliff

Cliff Slater
ph:(808) 524-5619 fax: (808) 545-4495 cell: (808) 285-7799

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From: Scheibe, Mark [mailto:Scheibe@pbworld.com]
Sent: Wednesday, November 30, 2005 6:16 PM
To: cslater@java.net
Subject: Newsletter

Cliff,

While the honolulutransit.org website is considerably expanded from what it was yesterday, the Newsletter that's going out this week apparently didn't make it onto the website yet. Attached for your information is a copy of the newsletter which provides highlights of the material that will be presented at the scoping meetings in two weeks.

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